tion of terminal Building at a cost of Rs. 3 crores during 8th Five Year Plan. Since the size of the 8th Plan is yet to be finalised details have not been firmed up.

Statement

Details of amounts spent on strengthening/development of airports

(Rs. in Lakhs)

Sl. No.	Name of the Airport	Actual expenditure during				
		1986-87	1987-88	1988-89	1989-90	1990-91
1	Guwahati	..	..	5.00	74.94	146.70
2	Dibrugarh	91.45	23.33	21.57	86.10	0.91
3	Dimapur	..	185.03	443.53	165.10	107.61
4	Imphal	33.22	202.03	166.00	115.23	42.04
5	Agartala	83.05	51.67	1.91	70.98	55.70

Re-constitution of Customers Advisory Committee

2500. SHRI GURUDAS DAS GUPTA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) when the first Customers' Advisory Committee for Eastern Region was formed by Indian Airlines and what was its composition then ;

(b) the details of suggestions made for improvement in customerservice by members of the said committee since its first constitution till its last tenure;

(c) the details of privileges/facilities and other powers, if any, enjoyed by the members of the said committee ;

(d) whether Indian Airlines propose to re-constitute the said committee for its Eastern Region and for other regions in the near future ; and

(e) if so, by when and if not the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The Regional Advisory Committee for Indian Airlines Eastern Region was formed in 1986 with S/Shri Jawahar Sengupta, C.R. Irani, Raghu Mody, Sajan Kumar Pasari, D.K. Jalan, Tarachand Singhal, C.L. Kejriwal, S. K. Rai, S.S. Bhartia, Dev Anand Mishra, S.K. Jhunjhunwala, S.S. Oberoi, Dr. M.K. Chhatri and Dr. P.C. Chunder as members.

(b) The membsrs of the Committee in various meetings made suggestions for improving the passenger services of Indian Airlines like reservations, airport handling and facilitation, inflight services, aircraft cleanliness, flight schedules, etc.

(c) No privileges/facilities or powers were conferred on the members excepting complimentary air passages for attending the meetings of the committee, if required, by outstation members.

(d) and (e) A decision in the matter is yet to be taken.

Delayed flight to Dibrugarh

2501. SHRI CHATURANAN MISHRA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Indian Airlines has been observing punctuality of its services to Dibrugarh in the recent past ;

(b) if so, the details of delays of its flights to Dibrugrah during last two years ;

(c) whether Indian Airlines has also been analysing the reasons for dalays; if so, the outcome of such analysis for the last two years ;

(d) the details of specific steps, if any Indian Airlines proposes to enforce on-time performance of its services to Dibrugarh in the coming years ;

(e) the details of engineering facilities at present available at Dibrugarh Airport as well as engineering personnel posted by Indian Airlines at Dibrugarh; and

(f) the details of specific cases when Indian Airlines had to ground its aircrafts at Dibrugarh during the last two years, year-wise and the reasons for such grounding ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) to (f) The information is being collected and will be laid on the Table of the Sabha.

Profit/loss incurred by Indian Airlines from North-Eastern States

2502. SHRI CHATURANAN MISHRA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the amount of losses incurred by Indian Airlines in its services to North-Eastern States duting the last two years, year-wise with the details of routes incurring losses ;

(b) the details of Indian Airlines services in the said States making profits, route-wise during the last two years, year-wise;

(c) the actual number of passengers embarking and disembraking from Dibrugarh Airport during the last two years with the relevant percentage of increase/ decrease ending October, 1991; and

(d) the average number of embarking passengers from Dibrugarh Airport for Guwahati, Calcutta, Bagdogra and Delhi per flight during the last two years, year wise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The requisite ininformation is given in Statement-I

(b) The requisite information is given in Statement-II

(c) The requisite information is given in Statement-III.

(d) The requisite information is given in Statement-IV.

Statement-I

Amount of cash loss incurred by Indian Airlines in its services to North-Eastern States

(Rs in lacs)

1989-90	
1. Calcutta Guwahati Dibrugarh	6·19
2. Guwahti-Dibrugarh . .	32·17
3. Calcutta-Guwahati-Tezpur-Jorhat-Guwahati-Calcutta .	11.70
4. Calcutta-Guwahati-Dimapur	8.34
5. Calcutta-Agartala-Silchar .	6.39
6. Calcutta-Imphal . .	11.89
7. Silchar-Imphal . . .	20.05
1990-91	
1. Calcutta-Dibrugarh . .	114.37
2. Calcutta-Guwahati-Tezpur-Jorhat-Guwahati-Calcutta .	35.52
3. Guwahati-Agartala . .	13.39
4. Calcutta-Imphal. . .	16.98

Statement-II

Amount of cash surplus of Indian Airlines in its services to North-Eastern States

(Rs. in lacs)

1989-90	
1. Calcutta-Bagdogra . .	51.20
2. Guwahati-Agartala . .	8.41
3. Calcutta-Guwahati . .	147.34
4. Calcutta-Agartala . .	35.73
5. Calcutta-Agartala . .	39.32
6. Calcutta-Silchar-Imphal .	82.72
7. Delhi-Patna-Guwahati .	143.14
8. Delhi-Bagdogra-Guwahati-Imphal	279.76
9. Calcutta-Guwahati . .	15.59
10. Calcutta-Guwahati . .	43.23
11. Calcutta-Agartala . .	43.33
12. Calcutta-Agartala . .	54.50
13. Delhi-Guwahati-Imphal .	191.73
1990-91	
1. Calcutta-Bagdogra . .	76.96
2. Calcutta-Guwahati-Dimapur	16.14
3. Calcutta-Guwahati . .	161.01
4. Calcutta-Agartala .	91.62
5. Calcutta-Agartala . .	54.15
6. Calcutta-Agartala . .	7.54
7. Calcutta-Silchar-Imphal .	84.07
8. Calcutta-Guwahati-Imphal .	5.69
9. Delhi-Guwahati. . .	252.34
10. Delhi-Bagdogra-Guwahati-Dibrugarh . . .	231.55
11. Calcutta-Guwahati . .	20.87
12. Calcutta-Guwahati . .	37.93
13. Calcutta-Agartala . .	10.01
14. Delhi-Guwahati. . .	34.88